(i) Project oriented lines to serve new industries for tapping mineral and other resources.

(ii) Missing links for completing alternative routes.

(iii) Lines required for strategic reasons; and

(iv) Lines for establishment of new growth centres or giving access to remote areas.

Apart from this, the financial viability of the project is also taken into consideration. As per extant norms, a project is considered financially justified if it yields a return of not less than 14% under Discounted Cash Flow Method.

(d) Detailed State-wise figures of the Route Kms. of the railways at the end of 2004-05 is given in the Railway Year Book 2004-05 which is distributed alongwith Railway Budget Documents.

Discontinuing the I and II class A.C.

†3782. SHRI AJAY MAROO: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any intention to discontinue the I class A.C. and II class A.C. in the trains;

(b) if so, the reasons therefor; and

(c) whether any action plan or time-limit has been fixed in this regard and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise.

Development of rail network in Orissa

3783. SHRI B.J. PANDA:
SHRI RUDRA NARAYAN PANY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Orissa State is entering into an era of industrial resurgence which needs development of adequate railway network in the State;

†Original notice of the question was received in Hindi.